

Intimations.

DAKIN, CRICKSHANK & COMPANY, LIMITED.

VICTORIA DISPENSARY, HONGKONG.

CONFECTIONERY, &c.

WE have just received our New Stock of CONFECTIONERY and are offering the same at prices suitable for the present bad times.

CHOCOLATE CREMES.

PATES D'APRICOT.

CHOCOLATE ALMONDS.

FANCY BOXES OF SWEETS of various kinds from 2 Dollars to 25 Cents.

SUGARED ALMONDS.

BURNED ALMONDS.

MIXED SWEETS.

TOM SMITH'S CRACKERS.

CIGARETTE CASES, CIGAR CASES,

CARD CASES.

In SILVER, ELECTRO, SNAKE SKIN, RUSSIAN LEATHER, &c.

CIGAR & CIGARETTE HOLDERS, PIPES.

Hongkong, 13th November, 1893. [38]

A. S. WATSON & CO., LD.

WE INVITE ATTENTION TO OUR STOCKS

OF

CONFECTIONERY

AND

CHRISTMAS GOODS.

JORDAN ALMONDS, NOUGAT, BUTTER

SCOTCH, ASSORTED TOFFEES,

DRAGERS, PRALINES,

and a large selection

of

PURE CONFECTIONERY

from the leading Manufacturers.

CADBURY'S SPECIAL

CHOCOLATE CREMES.

PINE, APRICOT, CHERRY, LIME, GUAVA,

and other

FRUIT JELLIES

in great variety.

TOM SMITH'S

CHRISTMAS CRACKERS.

COLOURED OPALS

MOUNTED IN PLUSH,

representing favourite subjects.

A Large Assortment of

ENGLISH AND JAPANESE CHRISTMAS

CARDS.

of handsome and artistic designs, suitable to all

tastes and at moderate prices.

A. S. WATSON & Co., LIMITED,

The Hongkong Dispensary.

ESTABLISHED A.D. 1847.

Hongkong, 3rd November, 1893. [5]

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG

TELEGRAPH" ARE MOST RESPECTFULLY

REMINDED THAT ALL SUBSCRIPTIONS

MUST BE PAID IN ADVANCE.

BIRTH.

On the 30th instant, at a College Gardens, Hongkong, the wife of Capt. F. D. GODDARD, Douglas Steamship Company's steamer *Italian*, of a son.

The Hongkong Telegraph.

HONGKONG, THURSDAY, NOVEMBER 30, 1893.

TELEGRAMS.

ANOTHER OUTRAGE IN GERMANY.

LONDON, November 28th.

An internal machine, identical with the one received by Count von Capri, was sent from Orleans to the Emperor William; the appearance of the box containing the machine excited suspicion, and precautions were taken to render it harmless.

ITALY.

As a result of the Italian Ministerial crisis, Signor Zanardelli is attempting to form a Cabinet.

THE FRENCH MINISTRY.

The *Assemblée* continues. President Carnot has again consulted with MM. Ferrier, Derville, and Dupuy.

THE UNITED STATES TARIFF.

The new tariff provides for the gradual abolition of the sugar bounties, adds wool to the free list, and reduces the duty on castor oil to 35 cents per gallon.

PARISH COUNCILS BILL.

The first six clauses of the Parish Councils Bill have been passed by the House of Commons.

LOCAL AND GENERAL.

THE Hongkong and China Gas Company recommend a dividend of 22s. per share for the half-year ended June 30th last.

UNOFFICIAL announcement.—To-night being the night of St. Andrew's Ball, the event of the year, to-morrow will be a blank holiday for most folk in this Colony.

TO-NIGHT'S Ball at the City Hall in honor of Scotland's Patron Saint is confidently expected to prove a great success and fully equal to any of its predecessors.

It is worthy of note that Wong Tsoi Hi, the irrepressible litigant, was not in court with any case to-day. Annals should make a mark against the date—November 30th.

THE Canadian Pacific Railway Co.'s royal mail steamer *Empress of Japan* arrived at Kobe at 9 a.m. yesterday, and left again at 11 p.m. for this port, via Nagasaki and Shanghai.

According to advertisement the long-established "Club" system in the hotels of the colony will be solemnly buried when the Clock Tower marks the hour of twelve to-night. But—*re-arrange!*

We learn by wire from Shanghai that the Indo-China Co.'s steamer *Canton*, due here shortly has on board a number of race ponies, including seven Subscription griffins for the next Hongkong Race meeting.

Old Soak—"My reg'lar time 's drinkin'." hiccupped the old inebriate, blowing the froth from the top of the mug, "has scum round again." Berlin Bleet—"My time for drinkin'," sobbed the young tippler, "is nearly over; chits are really to be stopped by the hotel."

Old Soak—"Maikie! Let the other fellows pay."

The alleged difficulty in regard to affairs Siamese, which has been the general topic of conversation for the past few days, is just as much a matter of speculation as ever it was, and inquiries at the French consulate this morning resulted rather in worse confusion than any elucidation, the rumours of possible trouble of a serious character being a matter of surprise to Monsieur Gueyraud, the consul for France at this port.

THE two great Condors, the *Cambria* and *Lucania*, now hold indisputably the world's records for fast passages across the Atlantic. The *Lucania* holds the eastward record at five days 13 hours and 30 minutes, and the *Cambria* the westward at five days 13 hours and 23 minutes. Both these great ships must have run at the westward rate of 500 miles a day for several days. The next problem for the nations will be to have warships on hand which can overtake these racers.

In justice to China it must be confessed, says the *Seattle Post-Intelligencer*, that the Chinese Government has always been prompt in indemnifying foreigners for mob violence to persons and property. In 1881 he paid \$735,258.07 to liquidate claims of American citizens, chiefly for losses sustained by riots, and a part of the amount was returned as not due. In 1890 the Tientsin riot, in 1892 the Shanghai riot, and later years other outrages such, for example, as that of Chinliang, in 1885, were followed by full indemnities for the damage inflicted.

A NAVAL correspondent writes to a London exchange:—It is with much regret that I hear Sir Joseph Whitworth and Company have been compelled to inform the authorities at Portsmouth Dockyard that in consequence of the coal strike they will probably be compelled to delay the supply of the new pattern monitors for the fleet until the summer of 1894. The battleship intended to relieve the *Imperator* as flagship on the China Station. The advent of the *Conqueror* at Hongkong will be one of the best possible answers to the Franco-Russian demonstration at Toulon and in Paris.

THAT historical steamer *Kwang Kow* (at *Orly*) was the scene of a very serious accident yesterday afternoon, while lying alongside the China Merchants' wharf at Canton. At 1 o'clock in the afternoon steam was being got up under the supervision of Mr. Spinks, the second engineer, when one of the feed-pipes leading from the boiler to the cylinders burst with a loud report and caused such a cloud of steam to arise as to prevent any one on deck seeing the effect of the accident for some minutes. As soon as possible, however, Mr. Macdonald, the Chief got below, and it was then ascertained that Mr. Spinks and two Chinese firemen were scalded to death. They were brought to the dock as far as possible under the circumstances, and their bodies were dressed by Doctor Wales, who was quickly in attendance. Upon the arrival of the steamer here at midnight Mr. Spinks was carried in an ambulance to his residence, while the two injured firemen were promptly removed to the Civil Hospital.

A FRENCH paper, referring to the successful results of the recent trials of the big gun, mentions that the *Scylla* of the big gun, *Hongkong* at Hongkong, [illegible] should read *Francis de Charbonnet de Tonkin* at Hongkong.—Ed. says that following the great steam navigation companies the French Navy has had equally satisfactory experiences, in consequence of which it has given an order for 12,000 tons of briquettes. America also is beginning to pay some attention to the value of the Hongkong coal. A San Francisco firm has given an order for 25,000 tons to be tried upon the railways of the United States. It is satisfactory to note that these coals, the property of which is growing daily, are valued not only by the French, but also by foreigners. M. de Lanesman, in a letter which he has addressed to the *Globe*, recalls the fact that at Hongkong an Armenian and a Parsee have not hesitated to put in the money of Hongkong a personal capital of eight millions. The Governor-General adds that the mines of Hongkong have at last entered upon the period of commercial production, as from 500 to 600 tons are extracted daily. He also notes progress in other directions. Their mechanical matches have forced Japanese manufacturers to lower their prices, although they have only just been introduced. He also contrasts the condition of Tong-King, when he first arrived there, with the present state of affairs. To-day, he says, the Delta is as tranquil as the department of the Gironde, and since the commencement of 1891 the situation has gone on improving. Preceding with his glowing description, he says that the military territories are for the most part pacified. There are no great pirate bands, and the smaller ones have been dispersed. Altogether M. de Lanesman thinks the general progress could not have been greater than it has been.

H.M.S. *Rattler* arrived here this morning from Amoy.

MOUNT Vesuvius has recently shown signs of activity. There has been a large flow of lava, and a new cone is being formed.

TO-DAY is the last day on which this may be signed in most of the hotels in Hongkong. Roll up, ye booters, for your last chance!

At the Magistracy, to-day, Peter Mackintosh, who deserted from the "Hongkong police" in 1891, went to Australia, and returned a few days ago to visit his old friends as *rowly* in Shanghai, was fined \$50 for desertion. The money was promptly paid.

A SERIOUS accident is reported from Madras to have occurred on the Madras railway near Coimbatore, during the morning of November 29th. The train for Mettupalam ran into a landslide. The carriages were smashed, 16 persons killed and injured, the dead including the under-guard of the train.

AN extensive plant, capable of turning out 100 tons of Portland cement per week, has been erected by the Canadian Pacific Railway Co. at False Creek, Vancouver. The process used is the dry process, the raw materials being lime stone and clay, of which enormous quantities are within easy reach of the works.

THE whole of Baron de Horn's property, says the *Strait Times*, has been removed from the Mansion, where it remained, watched during the period of the Baron's detention by the Police. It is at present at the Central Police Station. The property is of much value, and comprises a fine assortment of native silver-mounted kris'es.

CONVERTIBLE steamships are the newest designs in shipbuilding. They are built to carry general or liquid cargoes on very short notice. The first vessel of that type, the new British steamship *Macland*, arrived at Philadelphia a few days ago from the Tyne. She was built at Wallsend, for Mr. James Knox, and had every requirement for loading and discharging anything that might have to be sent across the sea. Steam fans, to drive out gases that always accumulate on this type of vessels, are a part of the ship's equipment. Winches and high-power pumps are also on board to suit the varying demands of commerce.

REGARDING the rumours of Rajah Brooke of Sarawak taking over the territory of the British North Borneo Company, we understand, says the *London and China Express*, that his Highness is likely to make an offer to the Company on the lines that the revenue of the territory, now governed by the British North Borneo Company is alone guaranteed to remunerate the creditors or shareholders of the Company, and that Sarawak stands apart, and cannot be made responsible for any payment. The transfer is to be complete of dig and the content of the British Government, and for this purpose the charter would have to be withdrawn. The Rajah offers as payment a third of all the revenue up to \$1,000,000 in the year—but this one third is not payable till after the revenue shows in the Treasury the amount of \$200,000 in the year, this sum being reserved for working expenses. Sarawak, Rajah thinks, can manage with far more economy than any other Government in consequence of its proximity and experience. The island of Labuan, being still under the English flag will have to be disposed of by the British Government, and in all probability some arrangement will be made with the Rajah to carry on its very limited administration, should such an event as the transfer of British North Borneo take place. It will be seen that the terms offered by the Rajah do not jeopardise Sarawak in any way, nor on the other hand, is any guarantee given for their fulfilment.

At the last meeting of the Executive Council of the Imperial Institute, 125 candidates for Fellowship were elected, making a total of 8,555. *Modern Society*, perhaps the most widely circulated and extensively read of all the English weekly papers, will be the subject of a collection of its various issues, and the collection will be the property of the Prince of Wales. "Folly," everything is done on Gilbertian, or topsy-turvy principles. For instance, the British public are let in either free or on payment of a shilling, but the friends of Folly, who elsewhere would be the first to pay 48s. wherever Folly is produced, have to be let in free. The books are to be signed, for an earthly reason, as it is the hope of converting them into becoming life members, who are allowed to wear a badge, which saves them all trouble. Not that they are presented with the badge. Oh, no. They have the privilege of buying it in addition to paying their life subscription. And the cry is still "They do not come." Moreover, as the Imperial Institute is expressly intended to encourage Imperial trade, the staircases are of Italian marble, laid down by Italian workmen; the sugar, the water, the prices, and the quality of the refreshments are all German; the glass used for illuminations comes from Bohemia; the marbles used in decoration of the big halls come from various foreign countries, and an immense amount of the timber used in the construction is from Norwegian forests. It is also a curious coincidence that the organizing secretary, that very German person Sir Frederick Abel, is by origin a German. However, the Germans are thoroughly English; so is the knowledge of the officials; and so, likewise, is the collection which reigns everywhere. In addition to the excellent opportunity of seeing the British nobles, and more especially the female half of the group, in its or her element, has been open to the ladies on what are facetiously known as the "female days" at the Imperial Institute, when the female relations, hangers-on, servants, washer-women, tailors, confectioners and other parasites of Fellows swarmed in to see the Royal wedding presents, and make remarks of the most ludicrously inappropriate character. A walk down Bond Street or Regent Street would have shown them much the same things without any of the inconvenience.

SUPREME COURT.

IN CRIMINAL SESSIONS.

(Before Chief Justice Fielding Clark.)

November 30th.

Ho-Yu-Shan was charged by Mr. Chan Chee and another with theft of 500 bags of wet sugar and a quantity of molasses in this from the steamship *Danvers* on October 24th. The following jury was sworn:—

J. A. Cardon, F. D. Saunders, D. Currie, P. S. B. A. Brown, J. Kelly, and C. H. Thompson.

Mr. J. J. Leach, Q.C., instructed by Mr. G. C. C. Master (Johnson, Stokes, and Master) conducted the prosecution, which was of private origin; and Mr. J. J. Francis, Q.C., instructed by Mr. H. L. Deansy, defended.

The evidence showed that the prisoner was engaged to take cargo from the *Danvers* in the steam boat, and was found in possession of

two boat-loads of wet sugar which he said was "leaking," and claimed as his perquisite. That gave rise to the charge of theft. (Case proceeding.)

B. & S. LETTERS ASTRAY.

At the Magistracy to-day before Mr. H. E. Wodehouse, Wong Yau Sing, an unemployed seaman from America, was charged with stealing two letters and a cheque for \$200,00, drawn by Schomburg & Co., agents in Hollow for the Scottish Oriental Co., against the latter Company, in favour of Butterfield & Swire, the Hongkong agents. Prisoner wanted to get the cheque cashed, but as it was crossed it could not be paid to him. Prisoner said the cheque had been given him by Butterfield & Swire. He took it away from the Bank when refused payment.

Evidence was given by a Chinese abroff in the Hongkong and Shanghai Bank that the prisoner brought him a cheque for \$200,00, drawn by Schomburg & Co., agents in Hollow for the Scottish Oriental Co., against the latter Company, in favour of Butterfield & Swire, the Hongkong agents. Prisoner wanted to get the cheque cashed, but as it was crossed it could not be paid to him. Prisoner said the cheque had been given him by Butterfield & Swire. He took it away from the Bank when refused payment.

Stephen Forsyth, of Messrs. Butterfield & Swire, stated that the prisoner came to the firm's office with the cheque, which he said he had picked up in the street; he asked to be rewarded for finding it and returning it to the office. He was asked whether it was, in any letter, and replied that it was not. The police were sent for and he was handed over. All letters from the Post Office were delivered into one of two boxes which went up and down alternately by a sort of "ahoo" between the ground floor and first floor of Butterfield & Swire's office; while the box was lying motionless, anybody passing could take out whatever letters were inside. The stolen letters had nothing on the outside to indicate valuable contents. Prisoner was unknown in the office, and had never been given any cheque at all. The two letters now in Court had never been opened by the firm. Police evidence was given, showing that when taken to the station prisoner was found to have two letters in his pocket, addressed to Butterfield & Swire; one was from Schomburg & Co., advising enclosure of the cheque for \$200,00. His Worship found the prisoner guilty of theft, and sentenced him to six months' imprisonment.

THE LAWYER.

Do you see that wig?

I see a horsehair abomination, if that is what you mean.

Do you see anybody underneath the wig?

Well, I can see his feet sticking out.

What?—You could tell they were there even without looking. But do you not see anything else of the wearer of the wig?

Oh, yes! I can see his cheek.

Well, don't get proud of your eyesight, my friend, for "stone donkey with a swivel eye" could see his cheek bulging out a foot. That man is a lawyer!

Then he must be a new arrival in Hongkong. No, sir. If you are going to butt your head against the established and legal monuments of this Colony in that manner you will die young.

Then are there lawyers established in Hongkong for some time? I would not have thought it, really.

Well, (whispering)—they call themselves lawyers, anyhow.

What do they do?

Anybody they can.

But I mean how do they earn a living?

Honestly when they can.

And at other times?

Dunno. Ask them an easier one. As a matter of fact, what they do for a living is not what I should call "earning" at all. They get lots of money in various ways, but as for earning it—

Well, where do they get it?

Mostly from fools.

Do they depend on that source mainly?

Yes.

Then they must be half-starved.

Some of them do seem so, but there are wonderfully large numbers of fools with money.

So? Then, in the name of heaven, give me an introduction to some of them!

Sh! That's just what I'm after myself; and I have caught on to the lawyers' scheme.

Here's a dollar—tell me the secret!

Get a tout, and he will do the business for you.

Yes—and then?

He will get hold of some Justice Juggles with a pile of tin, and start a dispute which, with judicious manoeuvring, will develop into a petty lawsuit. That is where you come in.

But I don't know any law.

So much the better. The more you don't know, the better you get on as a lawyer, in Hongkong.

Oh, well, then, I have plenty of commonsense and general knowledge of the world to help me out.

Get rid of it! Buy a patent exhaust-pump and have all your "rain drawn out and damped into the Praya" reclamation or somewhere! Then you will do.

But the client will not trust such a man.

Trust your tout!

But they must learn in time what a foolish thing it is.

By that time you ought to have no further need of clients.

WANTON DESTRUCTION OF

OPINION BY THE GOVERNMENT.

One of the most extraordinary burials that has ever been witnessed in this land of strange ideas and still stranger customs, manners and policy, took place, with considerable pomp and ceremony, in the harbour yesterday evening. It was not a human being that was consigned to the briny deep, nor was it a mermaid or anything half so interesting; it was the lifeless, sodden remains of an opinion which Mr. J. J. Spenser, Chief Justice, regarded considerably "about five months ago, he personally, saying it on board the steamer *Faille* about 3 o'clock in the afternoon. At no owner of the ship, some 600 tons of preserved mallow, could be found, no prosecution followed, but the Government held on to it until yesterday, in the meantime endeavouring to negotiate its sale to the pious Farmer, who offered £100, which the local authorities thought too little for such valuable stuff. Now, it so happens that the Opinion Farmer, the largest contributor to our depleted exchequer, is the only person who has any right to possess preserved opinion in the colony, and confiscated opinion must, under sections 98 and 99 of the new *Opium Ordinances* (No. 21 of 1891), be dealt with as the Government Council

sees fit. After taking five months to make up his mind Governor Robinson apparently decided that the opinion should be decently buried at sea, rather than handed over to the Farmer. Accordingly yesterday afternoon, Mr. Baddelay, acting Deputy Superintendent of Police, escorted by Sergeant Niven and a squad of *lancers*, carried the 600 tons of opinion down to a police launch lying at Victoria Wharf and after steaming out a good way on the placid waters of the harbour, threw the opinion overboard, after backing the throw, in which the drop was contained, to pieces, so as to make sure it would be totally destroyed. Whether or not the burial service was read over the remains we know not, but that of little consequence sayhow. The point is that wanton destruction of this description is unjustified and should be safeguarded against in the future. How about the offence of "dumping" in the harbour?

THE STRANDING OF THE

"GODAVERY."

The voyage of the Messageries Maritimes steamer *Godavery* up from Batavia, says the *Press*, was a very eventful one. She left Tanjong Pagar on Saturday morning, and at 2 o'clock on Sunday morning, when off the town of Taloe Alley, Stanton Channel, Bunka Straits, she ran into a Malay boat, bound from Tanjong Pandang, Billiton, to Palembang with coconuts. The *Godavery* was sunk, but her crew were picked up, after they had managed to get into their own boat.

The *Godavery* carried no lights, as her crew acknowledged, and the night was very dark. A subscription was set up on the mail-boat for the men, which realised £100.

The weather then set in with rain, mist, and dense clouds. When in the Rho Straits, off Innang Island, to the S. E. of Pulau Saub, the *Godavery* ran on a bank at 4 o'clock in the morning. The weather was very dirty, and the vessel was going half-speed, Captain Rogliano contemplating anchoring. The rest of the story has been told. The steamer tried to get off by reversing her engines but without avail, and the third officer was about to start for Singapore in a boat.

The tug *Mercury*, which went out yesterday morning, returned about 5 p.m. with the stranded steamer's mails and passengers. The *Godavery* went out later, with six lighters in tow, to lighten the vessel. The *Mercury* returned again to the *Godavery* this morning, and the two boats were to make an attempt to tow her off this morning, being high tide at 9 o'clock.

It is believed the *Godavery* was not sustained any damage, but as about seventy feet of her hull is on the bank, and her stern is in 8 fathoms of water, it is impossible yet to tell. She is reported to be making no water, and may steam in to Singapore at any time this afternoon.

PASSENGERS BOOKED FOR

THE FAR EAST.

Per Messageries Maritimes steamer *Natal*, from Marseilles, November 26th.—To Yokohama: Mr. G. Russell, Mrs. and Mr. Thomas and child, Mr. Nagatomi, To Kobe: Mr. Yamamoto, Mrs. and Mrs. Fossaita, To Shanghai: Mrs. Moorhead and a daughter, Mrs. Williams, Mr. and Mrs. Mansfield, Mr. Westerman, To Hongkong: Mr. W. Bond, Mrs. Bond, Mr. Ullmann, Mr. and Mrs. Sanson.

Per Messageries Maritimes steamer *Malakka*, from Marseilles, November 26th.—To Yokohama: Dr. Yamamoto.

Per Messageries Maritimes steamer *Orizaba*, from Marseilles, December 2nd.—To Shanghai: Mr. W. D. Little.

Per P. & O. steamer *Orizaba*, from London, October 26th.—To Yokohama, via India: Miss Carrick, Misses Thomson.

Per P. & O. steamer *Carthage*, from London, October 27th.—To Shanghai, via Bombay: Mr. Robt. Ferguson.

Per P. & O. steamer *Victoria*, from London, Oct. 27.—To Yokohama: Colonel H. J. Stock, Mrs. George, Mr. D. Reid, To Kobe: Mr. Cochrane, Miss Sella, Miss Fagill, To Shanghai: Dr. R. Smyth, Mr. Hammond, Mr. Klein, Mr. J. Laird, Mr. W. Laird, Mr. E. H. Casey, To Hongkong: Rev. and Mrs. T. W. Pearce and child, Rev. R. A

the throne, but between the throne and the people, that will stop altogether the action of the constitutional machine. That issue is now raised, and the question of mending or ending the House of Lords, which adds a subordination to the New Zealand programme, may be before long, as Mr. Gladstone forecasted, displaced for awhile all other subjects of reform and cry aloud for vigorous and unflinching treatment. If the House of Lords is left to its traditions and practices it will capitulate. If it is not, we of the Liberal party will enter on a fight, the result of which we shall not be afraid. For the present we entirely reject the perils of the House of Lords to the right to force the dissolution of Parliament, and we look with confidence to the Government to go forward with these reforms for which the country waits. The ingrained dislike of the Upper House to all progress had been exhibited this year before the rejection of the Home Rule bill. How far its members will venture further to flout the popular will, remains to be seen. To all-time Liberals the political situation is full of encouragement. The House of Commons has been rejected by the House of Lords. The House of Commons is certain to become law. The Ministry is strong, its supporters loyal and our programme is sound. Our opponents have played their last stake. If we proceed with courage and determination, not only will the Irish question be settled, but a real era of reform will be entered upon.

The importance of the manifesto is emphasized by the fact that the National Liberal Federation has always been in the closest touch with Mr. Gladstone, who, although his name does not appear in the manifesto, with the issue of the manifesto, was doubtless aware of the contents before it was issued. All the London newspapers published comments on the manifesto, printing their articles in prominent places. The Tory organs treat the circular contemptuously and pretend to attach no importance to it. The Star (Radical) publishes its comments under the caption, "The Bugle Note." In the course of its article it says that the democracy has been "longing to come to close quarters with the tyrant whom they have tolerated so long." In this sentence is condensed the Radical opinion of the whole United Kingdom.

NEWS AND GOSSIP.

Luminous ink is a French invention. Great Britain has 2,000,000 domestic. Constantinople is to be lighted by electricity. England is said to have over 1,000,000 widows. A new street railway is being laid in Cairo. President Carnot has entirely resigned his seat.

Russian road-builders must join the Greek Church.

Emile Lenee, Vice-President of the French Senate, is dead.

The Socialist movement is making rapid progress in Austria.

Italy is making an earnest effort to extirpate brigandage in Sicily.

Mr. Gladstone is at work on the Welsh Church Disestablishment bill.

Over a million in St. Louis bonds have been sold in London at par.

England received 10,000,000 letters from the United States last year.

Statistics show that 25,407 articles were left in Cuba in Paris during 1892.

The German Government's cooking utensils are to be made of aluminium.

Chicago contractors will build a railroad from Hafia, Syria, to Damascus.

Russian farmers hold an average of twenty-seven acres of each family.

The Turkish cavalry is generally admitted to be the finest in all Europe.

The Keeley motor has come to the surface of public discussion in London again.

The stock of gold in France is estimated at \$200,000,000 and silver \$200,000,000.

The number thirteen cannot be found as a street number in Frankfurt-on-the-Main.

The increased expense of the German army is to be borne by a tax on wine and tobacco.

Train-robbing in Spain is guarded against by stationing two soldiers in every railway car.

On an average there are 10,000 advertisements a week in the eleven London morning papers.

There are eighty-five women in Great Britain engaged in the occupation of chimney sweeps.

Fires are 5 per cent more numerous in London on Saturday than on any other day in the week.

It is said that Herr Krupp has succeeded in constructing a furnace that will burn coal-dust perfectly.

Prince Bismarck is allowing his beard to grow, in the hope that it will help to prevent the pain in his face.

The Empress of Austria has offered her beautiful palace on the island of Corfu for sale at \$2,000,000.

An English brewer, agent for Guinness & Co.'s stout, was recently fined \$100 for adulterating that popular beverage.

The British Admiralty has contracted for three torpedo destroyers to exceed in size and speed any now afloat.

The dividends paid to the British owners of the South African mines last year amounted to over \$5,000,000.

Tobacco, cigars, cigarettes and the usual luxuries are forbidden from entering New Zealand by mail.

Following the plague of wasps last summer, Europe has been suffering from an unusual quantity of moths.

The Sultan of Morocco has forbidden the export of grain from his territories after December 8, 1893.

Over 400,000 trees have been planted in Switzerland in seven years in the effort to "green" the country.

One thousand negroes have been sold into slavery by the Amer of Afghanistan in order to pay the expenses of war.

The French Government proposes to impose fines upon railway companies for trains that are run behind schedule time.

The regulation forbidding ladies wearing bonnets to occupy orchestra stalls at the Paris Opera has gone into effect.

The Burmese Burdett-Coutts is the possessor of the first folio edition of "Hamlet," a very rare book, for which she paid \$4,000.

Marshall MacMahon's memoirs are likely to be suppressed by his family because they are too critical of contemporary men.

Swedish shipbuilders have recently received orders from British owners for the construction of a number of cargo steamships.

The first co-operative society was established at Rochdale, Lancashire, in 1844, by twenty-eight workmen, with a capital of \$144.

The word "emysmandering" has been introduced into Great Britain and was lately used in a speech at Edinburgh by Mr. Goschen.

Basileus, the Paris writer, claims to have discovered the identity of the "Man with the Iron Mask." Another good man gone wrong.

The chief result of the general election for the House of Commons in 1892, was to elect a Liberal majority.

The Sheffields boast that last year there was not a single conviction for drunkenness in the islands, which have a population of about 20,000.

Pere Hyacinthe, for whom the French are collecting a popular subscription, has been obliged to take refuge in order to earn a livelihood.

Baron Fildes of Austria finds enjoyment in gathering rare specimens of butterflies. He recently sold a collection to Lord Rothschild for \$35,000.

Social Democrats in Germany find great difficulty, their annual report says, in providing speakers, organizers and reading matter to meet the demand.

Baron Rothschild has bought a large tract of land, the personal property of the Sultan, near the Jordan. He intends to found there a large Jewish colony.

The erection of an electric-light station has been postponed for five years by a German town council, "because improvements may be made in that time."

France is going to try the plan of printing postal cards in blocks, with stubs, like a cheque book, so that the writer can keep notes of his correspondence.

A Spaniard has succeeded in extracting from grasshoppers a certain fatty substance which he claims is capable of being transformed into the finest soap extant.

German financiers are disappointed over the Italian Premier's exposition of Italy's finances, and all chance of that country obtaining a loan in Berlin vanishes.

Irish railways carry a great many more first-class passengers than any other country in the world. In fact, the list in third-class passengers.

British and French diplomats have been scheming at Paris to make a "buffer" State between Siam and Burma, and if all we hear be true, not with perfect success.

London has a big appetite. It devours every year over 400,000 oxen, 1,600,000 sheep, 600,000 calves, 500,000 pigs, 100,000 turkeys, and consumes 2,000,000 gallons of milk.

A small scandal has arisen in English church circles from the fact that there were 500 applicants for a place as chaplain on a yacht and only five for a curacy of hard work in the slums.

Falsely alarms continue to be frequent in London in the fact that the London Police are doing fine work in turning one in. There were no less than seven in one day recently.

Carlisle's home, Cheyne Row, Chelsea, is in a fairly dirty and neglected condition, and it is proposed to buy it by public subscription and set it apart as a place of commemoration.

At the beginning of July the number of prisoners in England and Wales was 66,408, or 22 in every 1,000 inhabitants. In London alone, during July, 91,787 persons were relieved.

Maps for the use of farmers, describing the chemical qualities of the land in various parts of the country and naming the best manner of soil for each section, have been proposed in France.

Mrs. Emma's husband, a Russian, is intended to reform some Russian theatre customs among them the extra for reserved seats. Travel has expanded her mind, the great Sarah says.

The very newest fashion among the ladies of St. Petersburg is to arm themselves with long canes when they go abroad. Some of these canes measure from six to seven feet in length.

James Gordon Bennett, who has been confined to his room by the coaching accident in Paris, is to be taken to the Riviera, but his friends are reported to be anxious that he will never recover.

It is said that the London courts have for the plaintiff a young woman who lately had the misfortune to fall and break a leg while dancing at a ball. She has sued her partner for damages.

The latest English fad in honeymoon is for the bride and groom to dress as nearly alike as possible. In the present state of fashion it is easy to accomplish an almost Dromed-like similarity.

Mr. Ainslie's *Pall Mall Gazette*, which has been paying a good deal of attention to fox hunting lately, has discovered that there are in Great Britain 172 packs, hunting from two to five days a week.

The Honorable Henry Charles Legge, who has been made an honorary member of the Queen Victoria, will get a salary of £100 per annum, while his official duties may not consume more than six weeks in a year.

The attempts made by a syndicate of Franco-Vietnamese to revive the brightening of the country nobles of the last two centuries and of the dandies of the Directory have fallen through. Evening dress will remain as it is.

Some statistics as to the prevalence of morphia in France, recently published by Lacaze, show that the destructive habit finds a large proportion of its victims among members of the medical profession.

Prince Henry of Orleans, nephew of the Count of Paris, is soon to be made a Knight of the Legion of Honor by the French Government in acknowledgement of his geographical and scientific researches in the East.

The contract for boring a tunnel through the Simplon has just been signed. It has been undertaken on behalf of the Jura Simplon Railway Company by MM. Brand, Brandaun & Co. of Hamburg, and Locher & Co. of Zurich.

A light-house that is to be erected on Penzance Point, Brittany, will contain a "lighting" light of 400,000-candle power, casting a beam of light that can be seen in clear weather 63 miles away in foggy weather 25 miles.

In no other country in the world is the telephone in so great general use as in Sweden, and in no other is the service so cheap and at the same time so perfect. It is under Government control, and the rates are fixed by the Government.

Dr. White, Russian Finance Minister, has ordered an inquiry into the reason why much more American than Russian flour has been sold recently in Finland. The inquiry is tantamount to preparations to exclude American flour from Russia.

The Old King's Head "public" at Croydon was recently closed and will be demolished to prepare for widening the street. This is the house once kept by John Ruskin's grandmother, and he refers to it in his "Pictorials."

Accidents are so abundant in England this year, owing to the hot summer, that farmers are officially warned against their cattle eating the pods in the desert of ordinary herbage. Accidents produce a curious incurable disease among young cattle.

Newspaper life appears to be very exciting in Russia. An editor in Kurek recently discharged a "proofreader." Later in the day the man returned, killed the editor and then opened fire on the staff. Two were killed and the other escaped by jumping out of the window.

Prince Galitzin, who visited the World's Fair recently, will shortly start with an expedition, it is reported, to penetrate the plateau of Tibet, with the intention of entering the sacred city of Lhasa and interviewing the Great Llama. It is said that no European has ever faced the Great Llama.

When Queen Victoria's last mortal remains were put in the grey granite sarcophagus with the Prince Albert's. Underneath the arms of the Queen and Prince Albert on the monument is inscribed: "Forever well beloved. Here at last I will rest with thee. With thee in Christ I will rise again."

The granddaughter of Robert Burns has received a grant of £100 from the Royal Boney Society, which has been awarded to her in recognition of her being the granddaughter of the poet.

Her memorial to the House of Commons was prepared by the Glasgow School Club.

An agent of the Suez Canal Company has invented an apparatus to split the electric lights that illuminate the canal into two divergent beams, one sending out rays one way, the other in the opposite direction. This enables ships to approach each other and meet with perfect safety. Formerly the lights blinded pilots so that they could not see vessels coming in the opposite direction.

Foreign Ambassadors to Turkey had recently complained that the prisoners were overcrowded with Armenian prisoners, and the Government decided to remove the cause of complaint. Accordingly about three hundred prisoners were taken on board of a Turkish man-of-war and sent for transportation to Africa. In the night, however, the poor fellows were murdered, their bodies placed in sacks, which were tied one to the other, and thrown into the harbour.

JACK KNOWLES FORTY FRIENDS.

A friend in need is a friend indeed, says the old saw. Quite so. Fair weather friends are plentiful enough, goodness knows; the kind that drop in on you, talk to you, bother you, and borrow things from you, but when it comes to giving back the shilling, or the kind that ever bring back the five shilling, but ask for five more "just to make it ten," that breed of friends, I say, are as thick as flies over a sugar bowl. But the sort who stick by you when you are down on your luck, who put their shoulders against your cart wheels at a nasty spot in the road, who wait for you when you are short of pocket and a lantern. Yes, after all, such friends do exist, and forty of them turned up, without any hustling, when Mr. Knowles needed them badly. How it happened he tells us in the following statement.

I, Jonathan Knowles, of Totton Fen, near Ramsey, Hunts, do solemnly and sincerely declare as follows:—I was always a strong healthy man up to April, 1888, when I began to feel ill. At first I felt dull, low-spirited and had no energy. I had a poor appetite and for days and days could eat nothing. What I did eat lay lead on my chest. I had a gnawing, sinking feeling at the pit of the stomach, and was constantly sick, vomiting up a green fluid.

At times the heaving and straining was so great that blood came up. My hands and feet were livid, cold and clammy and had no energy. I had a poor appetite and for days and days could eat nothing. What I did eat lay lead on my chest. I had a gnawing, sinking feeling at the pit of the stomach, and was constantly sick, vomiting up a green fluid.

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Today's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Steamship

"FORMOSA."

Captain Hall, will be despatched for the above Port on SATURDAY, the 2nd December, at Noon.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Announce, 30th November, 1893. 11299

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"FOKIEN."

Captain Davis, will be despatched for the above Port on SUNDAY, the 3rd December, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Announce, 30th November, 1893. 11300

CHINA-MERCHANTS' STEAM NAVIGATION COMPANY'S DEBENTURE

LOAN OF 1886.

5th INTEREST.

INTEREST DUE ON BONDS OF THIS LOAN

will be PAYABLE at the OFFICES of the HONGKONG & SHANGHAI BANKING CORPORATION on and after the 1st December, 1893.

For the HONGKONG & SHANGHAI BANKING CORPORATION,

T. JACKSON, Chief Manager.

Hongkong, 30th November, 1893. 11303

PUBLIC AUCTION.

THE Undersigned have been instructed to

Selling by

PUBLIC AUCTION, at their SALE ROOMS, 17, PRAYA CENTRAL, on SATURDAY, the 2nd December, 1893, at 2.45 P.M., prompt.

A large quantity of

PEAK FRENCH & CO'S BISCUITS

(1 and 2 lbs. Tins).

100 Watches, 25,000 Cigars, Winter Overcoats and Suit Lengths, Fancy Goods, and a QUANTITY of MISCELLANEOUS PROPERTY.

On view on Saturday A.M.

SALE TERMS:—Cash on delivery.

A. E. SKEELS & Co., Auctioneers & Valuers.

Hongkong, 30th November, 1893. 11301

Intimations.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CANON ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars and Cuffs tailored on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be most grateful for any Papers, or old Envelopes to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Home-bro, 22nd April, 1893. 1401

THE PHARMACY,

25, QUEEN'S ROAD.

MESSRS. FLETCHER & Co. beg to

inform the Residents of Hongkong and the Shipping Community, that they have now OPENED at the above address. The Store is managed by a thoroughly competent Chemist who takes every care that all DRUGS and CHEMICALS used in the compounding of prescriptions are PURE and FRESH.

FLETCHER & Co. have on hand a good selection of:—Druggists' Sundries and Patent Medicines.

Telephone No. 74. FLETCHER & Co.

Hongkong, 23rd September, 1893. 11044

D. R. KNORR'S

LION BRAND

ANTI-PYRINE.

(DOSE FOR ADULTS 15 TO 35 GRAINS TWICE.)

IS the most approved and most efficacious remedy for all cases of HEADACHE, GRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSIPELAS, HOOPING COUGH, and many other complaints. It is also the very best Anesthetic. Highly recommended by the Medical Faculty. Ask for Dr. KNORR'S ANTI-PYRINE. Each Tin bears the inventor's signature "Dr. KNORR" in red letters.

"DERMATOL" is the best Vaseline, it is used in stimulating the closing up of Wounds, is dispensed as ointment.

To be had at every reputable Chemist and Druggist.

Supplies constantly on hand at the China Export, Import, and Bank Co.—Sole Agents for China.

Beware of spurious imitations.

Hongkong, 1st April, 1893. 1406

NOTICE.

NOW READY!

THE "BOKHARA" DISASTER.

A FULL DESCRIPTIVE REPORT of the "BOKHARA" DISASTER.

With all Particulars, Reports of Interviews with SURVIVORS, the Crime of the Thak, official reports of the Chief Officer, the *Alma*, and the *Porphyria*, the MARINE COURT OF INQUIRY and its FINDINGS, experiences of other Steamers in the same Typhoon, the *Norman* disaster, &c., &c.

(All carefully Revised and Edited.)

NOW READY.

THIS IS THE ONLY COMPLETE

REPORT OF THE DISASTER.

The Share Market.

LATEST QUOTATIONS.

Hongkong and Shanghai Bank—100 per cent.
 The National Bank of China, Ltd.—on \$10, paid up—40 per cent. dis. sellers.
 The National Bank of China, Ltd.—Founders shares, \$100 per share, sellers.
 The Bank of China, Japan & the Straits, Ltd.—Founders shares, \$100 per share, sellers.
 The Bank of China, Japan & the Straits, Ltd.—Preferred shares, \$100 per share, sellers.
 The Bank of China, Japan & the Straits, Ltd.—Common shares, \$100 per share, sellers.
 The Bank of China, Japan & the Straits, Ltd.—Imperial Loan of 1884 £—2 per cent. coupon, buy 12.
 The Bank of China, Japan & the Straits, Ltd.—Imperial Loan of 1886 £—14 per cent. coupon, buy 12.
 Union Insurance Society of Canton—\$27 per share, buyers.
 China Traders' Insurance Company—\$59 per share, buyers.
 North China Insurance—Tls. 130 per share, sales and buyers.
 Canton Insurance Company, Limited—\$137 per share, sales and buyers.
 Yangtze Insurance Association—\$60, sellers.
 On 1st Insurance Company, Limited—Tls. 15 per share, buyers.
 Hongkong Fire Insurance Company—\$200 per share, sales and buyers.
 China Fire Insurance Company—\$30 per share, sales and buyers.
 Hongkong, Canton, and Macao Steamboat Co.—\$38 per share, sales and buyers.
 China and Manila Steam Ship Company—\$50 per share, sales and buyers.
 Indo-China Steam Navigation Company, Limited—61 per cent. discount, sales and buyers.
 Douglas Steamship Company—\$40, sales and buyers.
 The Steam Launch Co., Limited—\$20 per share, sales and buyers.
 Hongkong and Whampoa Dock Company—80 per cent. premium, sales and buyers.
 Geo. Fenwick & Co., Limited—\$19 per share, sellers.
 Hongkong Hotel Company—\$15 per share, sales and buyers.
 Honkong Hotel Co's Six per cent. Debentures—\$100.
 The Austin Arms Hotel and Building Company, Limited—\$4 per share, sellers.
 The Shamone Hotel Co., Limited—\$4 per share, sellers.
 Funjong Mining Co.—\$62 per share, sales and buyers.
 The Raub Gold Mining Co., Limited—\$48 per share, sales and buyers.
 The Balmoral Gold Mining Co., Limited—\$14 per share, sales and buyers.
 Société Française des Charbonnages du Tonkin—\$65 per share, sales and buyers.
 The Teles Mining and Trading Co., Limited—\$5 sales and buyers.
 New Islands Mining Co., Limited—nominal.
 London and Pacific Petroleum Co., Ltd.—\$160 per share, sales and buyers.
 China Sugar Refining Company, Limited—\$160 per share, sales and buyers.
 Luron Sugar Refining Company, Limited—\$160 per share, sales and buyers.
 A. S. Watson & Co., Limited—\$91, sales and buyers.
 Dikin, Crutchbank & Co., Limited—\$11 per share, sales and buyers.
 Hongkong Dairy Farm Co., Limited—\$41 per share, sales and buyers.
 The Kowloon Land Investment Co., Limited—\$71 per share, buyers.
 The Hongkong Land Investment Co., Limited—\$50 per share, sales and buyers.
 The West Point Buildings Co., Limited—\$20 per share, sellers.
 H. G. Brown & Co., Limited—\$8 per share, sellers.
 Hongkong and Kowloon Wharf and Godown Company—\$37 per share, sellers.
 Hongkong Rope Manufacturing Company, Limited—\$80 per share, buyers.
 Hongkong Gas Company—\$110 per share, buyers.
 Hongkong Ice Company—\$72 per share, buyers.
 Hongkong and China Bakery Company, Limited—\$65 per share, sellers.
 The Hongkong Brick and Cement Co., Limited—\$51 per share, sales and buyers.
 The Green Island Cement Co.—\$51, sales and buyers.
 The Hongkong Electric Light Co., Limited—\$31 per share, sellers.
 The Hongkong Steam Laundry Co., Limited—\$15 per share, nominal.
 The Hongkong High-Level Tramway Co., Limited—\$65 per share, buyers.

EXCHANGE.

ON LONDON—Bank, T. T. 2/4
 Bank Bills, on demand 2/4
 Bank Bills, at 4 months' sight 2/4
 Credits at 4 months' sight 2/4
 Documentary Bills, at 4 months' sight 2/4
 ON PARIS—Bank Bills, on demand 2/6
 Credits, at 4 months' sight 2/6
 ON INDIA—T. T. 184
 On Demand 184
 ON SHANGHAI—Bank, T. T. 72
 Private, 30 days' sight 72

VISITORS AT THE HONGKONG HOTEL.

Mr. M. S. Abrahams. Mr. J. Kinghorn.
 Mr. and Mrs. Brockett. Mr. J. Kirkwood.
 Mr. D. Buchanan. Baron and Baroness de Miss Buchanan.
 Captain and Mrs. de Mr. A. B. Leonard.
 E. E. E. Mr. R. L. Lyall.
 Count and Countess Mr. R. W. Maxwell.
 Butler. Mr. J. McWilliams.
 Mr. and Mrs. A. Col. Mr. M. Mitchell.
 Mr. W. A. Daland. Mr. V. Perkins.
 Bishop R. S. Foster. Mrs. F. W. Phillips.
 Mr. C. Gardner, C.M.G. Mr. F. von der Pforden.
 Mrs. M. S. Gardner. Mrs. F. von der Pforden.
 Mr. C. M. Gray. Mr. H. P. Ford.
 Mr. G. H. Gray. Mr. H. P. Ford.
 Mr. and Mrs. Heaslop. Mr. F. E. Shean.
 Dr. C. Henderson. Mr. C. F. Tremlett.
 Mr. and Mrs. Howque. Lieut. Walling.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. F. East. Mr. A. E. Shells.
 Capt. and Mrs. Hunt. Mr. A. Findlay-Smith.
 Mr. MacLean. Mr. Brock.
 Mr. MacLennan. Mr. F. E. White.
 Capt. and Mrs. Moore.

CHINA COAST METEOROLOGICAL REGISTER.

29th November, 1893.—At 4 P.M.

STATION.	Wind.	Bar.	Therm.	Humid.	Cloud.
Whitby	W 10	30.1	58	85	100
Yokohama	W 10	30.1	58	85	100
Shanghai	W 10	30.1	58	85	100
Amoy	W 10	30.1	58	85	100
Swatow	W 10	30.1	58	85	100
Canton	W 10	30.1	58	85	100
Hankow	W 10	30.1	58	85	100
Wuchang	W 10	30.1	58	85	100
Yichang	W 10	30.1	58	85	100
Chongqing	W 10	30.1	58	85	100
Chengdu	W 10	30.1	58	85	100
Kobe	W 10	30.1	58	85	100
Osaka	W 10	30.1	58	85	100
Yokohama	W 10	30.1	58	85	100
Shanghai	W 10	30.1	58	85	100
Amoy	W 10	30.1	58	85	100
Swatow	W 10	30.1	58	85	100
Canton	W 10	30.1	58	85	100
Hankow	W 10	30.1	58	85	100
Wuchang	W 10	30.1	58	85	100
Yichang	W 10	30.1	58	85	100
Chongqing	W 10	30.1	58	85	100
Chengdu	W 10	30.1	58	85	100

30th November, 1893.—At 4 A.M.

STATION.	Wind.	Bar.	Therm.	Humid.	Cloud.
Whitby	W 10	30.1	58	85	100
Yokohama	W 10	30.1	58	85	100
Shanghai	W 10	30.1	58	85	100
Amoy	W 10	30.1	58	85	100
Swatow	W 10	30.1	58	85	100
Canton	W 10	30.1	58	85	100
Hankow	W 10	30.1	58	85	100
Wuchang	W 10	30.1	58	85	100
Yichang	W 10	30.1	58	85	100
Chongqing	W 10	30.1	58	85	100
Chengdu	W 10	30.1	58	85	100
Kobe	W 10	30.1	58	85	100
Osaka	W 10	30.1	58	85	100
Yokohama	W 10	30.1	58	85	100
Shanghai	W 10	30.1	58	85	100
Amoy	W 10	30.1	58	85	100
Swatow	W 10	30.1	58	85	100
Canton	W 10	30.1	58	85	100
Hankow	W 10	30.1	58	85	100
Wuchang	W 10	30.1	58	85	100
Yichang	W 10	30.1	58	85	100
Chongqing	W 10	30.1	58	85	100
Chengdu	W 10	30.1	58	85	100

with 12.5 A.M. Barometer rising. Gradients increasing from north to south-east. Sea moderate. Weather fair. Temperature in the shade 58 degrees, Fahrenheit. Humidity in percentage of saturation, the humidity of air saturated with moisture being 100. Direction of the wind from the north. Force of the wind, according to Beaufort scale, 10. State of the sky, 100. Clouds, of the following kind, 100. Rain, 100. Thunder, 100. Visibility, 100. Direction of the wind, 100. Force of the wind, 100. State of the sky, 100. Clouds, of the following kind, 100. Rain, 100. Thunder, 100. Visibility, 100.

F. G. Fox, First Assistant.

Hongkong Observatory, 30th November, 1893.

MAILS EXPECTED.

THE ENGLISH MAIL.

The P. & O. S. N. Co.'s steamer *Rohilla*, with the outward English mail, left Singapore on the 26th instant at 6 p.m., and may be expected here on the 2nd proximo.

THE FRENCH MAIL.

The Messageries Maritimes Co.'s steamer *Yarra*, with the outward French mail, left Saigon on the 26th instant, and may be expected here to-day.

THE AMERICAN MAIL.

The P. M. S. S. Co.'s steamer *City of Peking*, with the mail, left San Francisco, left Yokohama on the 26th instant, at daylight, and may be expected here on the 2nd proximo.

THE PACIFIC MAIL.

The Northern Pacific Steamship Co.'s steamer *Tacoma*, from Tacoma, Wash. and Victoria, B.C. left Yokohama for this port, via Japan ports, on the 27th instant.

The Northern Pacific Steamship Co.'s steamer *Maui*, left Victoria, B.C. for this port, via Japan, on the morning of the 27th proximo.

THE INDIAN MAIL.

The steamer *Lightning*, from Calcutta, left Singapore on the 29th instant, and may be expected here on the 5th proximo.

STEAMERS EXPECTED.

The Messageries Maritimes Co.'s steamer *Yarra*, from Saigon, left Yokohama on the 26th instant, and may be expected here to-day.

The steamer *Africa*, left Singapore on the 22nd instant, and may be expected here to-day.

The P. & O. S. N. Co.'s steamer *Malacca*, from Bombay, left Singapore on the 25th instant, and may be expected here on the 2nd proximo.

Shipping.

ARRIVALS.

YARRA, French steamer, 2,084, de Manbeuge, 30th Nov.—Marcellus 20th Oct., Alexandria 30th Nov., Port Said 4th, Suez 4th, Aden 6th, Colombo 16th, Singapore 22nd, and Saigon 25th, Mails and General.—Messageries Maritimes.

RATTLER, British gunboat, 711, Captain Hodge, 30th Nov.—Colombo 20th Nov., Amoy 28th Nov.

CLARENCE, British steamer, 1,044, James McGregor, 30th Nov.—Japan, and Fochow 25th Nov., General.—Jardine, Matheson & Co.

FORMOSA, British steamer, 680, T. Hall, 30th Nov.—Swatow 29th Nov., General.—D. Laing & Co.

TAKSANO, British steamer, 997, W. H. Freeman, 30th Nov.—Canton 30th Nov., General.—Jardine, Matheson & Co.

GLENOLLY, British steamer, 2,500, W. D. Duke, 30th Nov.—London, via Colombo, Penang and Singapore 23rd Nov., General.—Jardine, Matheson & Co.

LOTHAIR, British bark, 794, J. de C. Catanga, 30th Nov.—Callao 30th Oct., General.—D. Laing & Co.

NANCHANG, British steamer, 1,200, E. Finlayson, 30th Nov.—Chefoo 25th Nov., General.—Butterfield & Swire.

PRONTO, German steamer, 631, Bobo, 30th Nov.—Hainan 28th Nov., Rice and Pass.—Slemmes & Co.

SWATOW, German steamer, 631, C. Blage, 30th Nov.—Newchwang 25th Nov., and Chefoo 25th, Brass and General.—Melchers & Co.

CLEARANCES AT THE HARBOUR OFFICE.
Yokohama, American ship, for New York.
Glenartney, British steamer, for Singapore, &c.
Elia, German steamer, for Shanghai.
Alto, Danish steamer, for Hainan, &c.
Chang Hock Kian, British str., for Amoy.
Hainan, French steamer, for Hongkong.
Harvey, British steamer, for Saigon.
Moray, British steamer, for Saigon.

DEPARTURES.
 November 30, *Hanoi*, French str., for Haiphong.
 November 30, *Arila*, British str., for Shanghai.
 November 30, *Continental*, Dutch steamer, for Singapore.
 November 30, *Italian*, British steamer, for Swatow, &c.
 November 30, *Edendale*, British steamer, for Moll.
 November 30, *Takano*, British str., for Saigon.
 November 30, *Elia*, German str., for Shanghai.
 November 30, *Moray*, British str., for Saigon.
 November 30, *Haiphong*, French steamer, for Haiphong.
 November 30, *Ningchow*, British steamer, for Singapore.
 November 30, *Chang Hock Kian*, British str., for Amoy.

PASSENGERS—ARRIVED.
 Per *Glenartney*, from Shanghai—Dr. Henderson. From Fochow—Bishop Foster and Dr. Leonard.

Per *Yarra*, from Marseilles for Hongkong—Mr. and Mrs. Ghesling, Miss Birchall, 2 infants and maid, Messrs. Kessell, Davis, Lury, de M. Mathias, Press Barville, Cassel, and Delaney. From Singapore—Messrs. Murray, Chan Choo Keng and servant, Birchall, Mony, Woo Heh, Yamashita, Tamaki, Yoo Hee Boon, Yoo Chen Ching, Loh Ah Kan, Wong Moh, Kah Wah, H. Mohamed, Abdullahi, and 1 Indian. From Saigon—Messrs. Portel and servant, Vernon, and 3 Chinese. From Marseilles for Shanghai—Mr. and Mrs. Russell Stokes, Messrs. Greyson, Larissa and friend, and Panfoc. From Singapore for Kobe—Messrs. M. Wendell, Krosch, and Yonah. From Saigon—Mr. Dubois. From Marseilles for Yokohama—Mr. Iedeboer and 2 sons, Messrs. Jansu Wadagaki, Saku Yamada, Adam, Catton, Lunnakoshi, and W. Fatio-tawa. From Singapore—Miss Reese, and Mr. W. H. B. Uch. From Saigon—Messrs. S. Adal and Gaudet.

Per *Formosa*, from Swatow—128 Chinese. Per *Glenartney*, from London, &c.—Rev. Mr. and Mrs. E. Brown, Rev. Mr. and Mrs. J. Adams and a child, and 103 Chinese. From Shanghai—Mr. and Mrs. Brockett, the Messrs. Palmer, Butler Scott, and Madagan.

Per *Lothair*, from Chefoo—125 Chinese.

REPORTS.
 The British steamship *Glenartney* reports that she arrived here from Japan, via Shanghai, and Fochow. From Shanghai had fresh monsoon with fair clear weather throughout.

The British steamship *Formosa* reports that she left Swatow on the 25th instant. Had moderate north-easterly breeze and fine weather. In Swatow the steamship *Fishin*, *Chiyun* and *Fishing*.

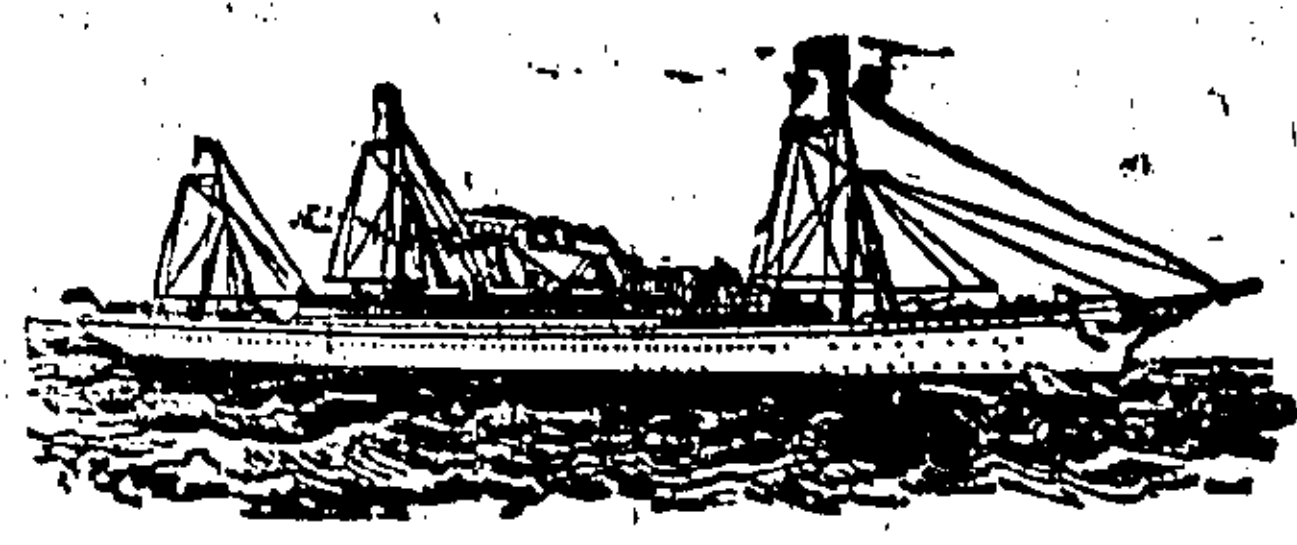
The British steamship *Glenartney* reports that she left London, via Colombo, Penang, and Singapore on the 23rd instant. Had fresh to strong north-easterly winds with heavy head sea and strong adverse currents.

POST OFFICE.
 A MAIL WILL CLOSE—
 For Thursday Island, Townsville, Sydney, and Melbourne.—Per *Tartar* to-morrow, the 1st Dec., at 11.30 A.M.
 For Haiphong.—Per *Ash* to-morrow, the 1st Dec., at 5 P.M.
 For Singapore and Bangkok.—Per *Kong Beng* on Saturday, the 2nd Dec., at 11.30 A.M.
 For Amoy and Tamsui.—Per *Formosa* on Saturday, the 2nd Dec., at 11.30 A.M.
 For Penang and Calcutta.—Per *Takano* on Saturday, the 2nd Dec., at 1.30 P.M.

SHIPPING IN HONGKONG
 STEAMERS.
 ACTIV, Danish steamer, 355, H. Hygom, 20th Nov.—Pakhol 26th Nov., and Hothow 26th, General.—Arnhold, Karberg & Co.
 AJAX, British steamer, 1,477, Bar, 26th Nov., Shanghai 22nd Nov., Fochow 24th, and Amoy 26th, General.—Butterfield & Swire.
 AMIGO, German steamer, 771, T. Bendixen, 16th July.—Saloon 12th July, Rice.—Wieler & Co.
 AKE, Danish steamer, 592, Revsbeck, 28th Nov.—Haiphong 26th Nov., and Hothow 27th, General.—A. R. Marty.
 BANTAM, Dutch steamer, 1,457, C. J. van de Bergh, 10th July.—Bangkok 13th July, Rice.—Lauis, Wegener & Co.
 BYOND, Norwegian steamer, 901, Ch. Bronne, 24th Nov.—Sourabaya 15th Nov., Sugar.—Man Mow.
 CHINA, German steamer, 1,114, P. Voss, 29th Nov.—Saloon 22nd Nov., Rice.—Melchers & Co.
 CLAM, British steamer, 2,110, W. Daniel, 20th Nov.—Shanghai 26th Nov., General.—Arnhold, Karberg & Co.
 DEVONPORT, British steamer, 1,057, R. Curtis, 28th Nov.—Bangkok 10th Nov., and Anglia 20th, Rice and General.—Yuen Fat Hong.
 FAME, British steamer, 117, Captain McIsaac, 20th Nov.—Swatow 29th Nov., General.—Jardine, Matheson & Co.
 GAEIC, British steamer, 4,200, Pearne, 28th Nov.—San Francisco 1st Nov., and Yokohama 23rd, Mails and General.—O. & O. S. S. Co.
 HONGKONG, British steamer, 1,463, Kynoch, 24th Nov.—Proboling 18th Nov., Sugar.—Jardine, Matheson & Co.
 KONG BENG, British steamer, 867, J. B. Jackson, 26th Nov.—Bangkok 18th Nov., General.—Yuen Fat Hong.
 LOBANG, British steamer, 978, Moncum, 29th Nov.—Swatow 28th Nov., Ballast.—Jardine, Matheson & Co.
 PICCOLA, German steamer, 871, E. Hase, 25th Nov.—Saloon 15th Nov., Rice.—Melchers & Co.
 PILOT FISH, British steamer, 161, A. Stopani, 20th Nov.—Hongkong and Whampoa Dock Co.
 POLLUX, German steamer, 898, J. Geiken, 26th Nov.—Sourabaya 8th Nov., and Singapore 14th, Sugar and General.—Melchers & Co.
 TAMARISK, Norwegian steamer, 730, L. Cornberg, 26th Nov.—Newchwang 17th Nov., Beans.—Order.
 TARTAR, British steamer, 1,567, D. S. Bailey, 26th Nov.—Kutchinloo 22nd November, General.—Gibb, Livingston & Co.
 TIKKE, Austrian steamer, 1,780, P. Covarich, 24th Nov.—Moll 20th Nov., Coal.—Austrian 1st Order.
 TOYO MARU, Japanese steamer, 1,448, G. Edwards, 25th Nov.—Moll 20th Nov., Coal.—Order.
 TRIUMPH, German steamer, 671, J. Petersen, 27th Nov.—Newchwang 20th Nov., Beans.—Ed. Scheffels & Co.
 VOLTE, British steamer, 2,598, Stott, 29th Nov.—Moll (Japan) 23rd Nov., Coal and General.—Shewan & Co.

SAILING VESSELS.
 ALFRED HAWLEY, British bark, 413, W. Llewellyn, 15th Nov.—Whampoa 15th November, Ballast.—Order.
 BASUTO, German bark, 348, H. Eggers, 14th Oct.—Amoy 4th Oct., Sugar.—Wieler & Co.
 BERLIN, American ship, 1,151, Whitmore, 21st Nov.—New York 10th June, Kerosene Oil.—Order.
 JEMT, American schooner, 45, Bowle, 15th November.—Yap 31st October, Bricks.—Wieler & Co.
 JOHN CURRIER, American ship, 1,348, E. S. Lawrence, 4th Oct.—Shanghai 23rd Sept., Ballast.—Order.
 MARTHA BOCKHAUSEN, German ship, 726, Ed. Bockhausen, 11th Oct.—Philadelphia 21st May, Tripoli.—Order.
 NAI SHU BING, Chinese 1-m. sch., 258, Lok Li Tong, 24 August.—Saloon 24th August, Wood.—Yong Kee & Co.
 SAGHEM, American ship, 1,312, J. C. Bartlett, 11th November.—New York 23rd June, Petroleum.—Jardine, Matheson & Co.
 SIE KONG, British bark, 614, 26th Nov.—from Tientsin, Bona.—Butterfield & Swire.
 TARAFA, British bark, 461, T. Kennet, 7th Nov.—Laguianao 24th Oct., Timber.—Gibb, Livingston & Co.
 THERMOPTILE, Canadian bark, 945, J. R. Winchester, 30th Oct.—Astoria (Oregon) 16th Sept., Timber.—Captain.
 WILM. J. KOTUS, American ship, 1,664, S. Lacoste, 24th Nov.—New York 23rd June, Petroleum.—Melchers & Co.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE, CHINA & JAPAN.

1893.  1893.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

TWIN SCREW STEAMERS, 10,000 HORSE POWER.
 PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN 10,000 Tons WEDNESDAY, 17th December.
 EMPRESS OF CHINA 10,000 " WEDNESDAY, 24th January.
 EMPRESS OF INDIA 10,000 " WEDNESDAY, 21st February.

THE STEAMERS of this Line pass through the famous INLAND SEA of JAPAN, and call at VICTORIA, B.C., to Land and Embark Passengers.

The Mountain Scenery on the Canadian Pacific Railway surpasses that of any other Trans-Continental Route.

Passengers Booked to all the principal points in Canada and the United States, and also through to Great Britain and the Continent of Europe, at Current Rates, with Passengers choice of Atlantic Line.

RETURN TICKETS.—Time limit for prepaid Return Ticket is reckoned from date of issue to date of re-embarking at Vancouver.

SPECIAL RATES (First-class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the service of China or Japan.

The Canadian Pacific Railway is the only Trans-Continental Line extending from the Pacific to the Atlantic Seaboard, and running its own Sleeping Coaches through without change. The Dining Cars and Mountaineer Hotels on this Route are owned by the Company and their appointments and Cuisine are unexcelled.

The Steamers on the Pacific and all Day, Sleeping, and Dining Cars are comfortably heated by Steam during the Winter Season.

For further information as to Passage and Freight, apply to
 D. E. BROWN, General Agent.
 Hongkong, 29th November, 1893.

U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILING FROM HONGKONG.
City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 14th Dec. at Daylight.
China (via Nagasaki, Kobe, Inland Sea and Honolulu) Wednesday, 27th Dec. at 1 P.M.
Pera (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 13th Jan. at Daylight.

THE U. S. Mail Steamship
 "CITY OF PEKING" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY the 14th December, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTHERN PACIFIC, and DENVER AND RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of \$10 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.